

# *River Currents*

Volume 15, Issue 3

September 1994



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**Front Cover:**

*Cincinnati-area rescue workers quickly carry a simulated victim during a maritime accident simulation. Coast Guard Marine Safety Detachment was involved in the planning and operation of the drill. Photo by PA2 Rob Raskiewicz.*

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River Currents is your publication and is produced through a team effort by the Second Coast Guard District Public Affairs Staff. It is published quarterly with a circulation of 2100. This publication is non-record material and should not be considered as authority for any official action. Views and opinions expressed within River Currents are not necessarily those of the Department of Transportation or the United States Coast Guard. River Currents is published under the provisions of COMDTINST M5728.2B. Stories should be sent double spaced, on floppy disk or E-mail if available. A hard copy of the story should be submitted even with electronic submissions. Please provide point of contact information on text, and identification on people in any photos submitted. The River Currents editor reserves the right to select and edit all submissions. Address them to:

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# Guidelines for Organizational Changes

by RADM Paul M. Blayney

District Commander

**T**he Coast Guard underwent major leadership changes this summer. Though our core missions remain timeless, the following documents give a flavor for the emphasis we will see in the next few

years and guidelines for the organizational changes we will surely experience. How do these goals and affirmations apply to your unit and job? What can you do in your daily performance to make them a reality?

## From The Top



## Commandant's Goals

1. Provide the leadership and working environment that enables all of our people to reach their maximum potential.
  2. Attract and retain the increasingly diverse pool of top talent.
  3. Meet the mandate to streamline with no reduction in essential services.
  4. Maintain a strong response capability -- Semper Paratus\*.
  5. Enhance and extend our reputation as the world's premier maritime service.
  6. Strengthen transportation, safety and systems through partnership with other agencies in support of the DOT strategic plan.
  7. Ensure that the Coast Guard epitomizes the best in leadership and quality management.
  8. Pursue and acquire new technologies that meet field commanders' needs and enhance mission performance.
- \* Under the goal "maintain a strong response capability," the Commandant's Executive Business Plan includes the following milestones:
- ☐ Make maximum use of the Reserve as a force multiplier.
  - ☐ Ensure that Coast Guard active duty forces is leveraged to the maximum extent possible by the Reserve Program.

## Team LANTAREA stands for

### Enlightened Leadership

- ☐ CG core values & attributes
- ☐ Participative Management
- ☐ Aligned accountability & authority
- ☐ Commitment to gender equality, diversity management & leadership development

### Preparing for the Future

- ☐ Support International Strategic Planning
- ☐ CG adaptive force packaging
- ☐ AOR contingency gaming:
- ☐ National disasters
- ☐ International events
- ☐ Advancing the concept of doctrine

### Strategic Planning

- ☐ Total support of COMDT Direction & Business Plan
- ☐ Solid LANTAREA input to major studies & impact issues
- ☐ Maintain LANTAREA core functions

### Quality Management

- ☐ High-priority processes
- ☐ Execute Implementation Plan
- ☐ Setting the right environment
- ☐ Good comms with customers...partnering

### Selfless Team Play

- ☐ Loyalty up & down chain
- ☐ Constructive dialogue
- ☐ Total support of good ideas
- ☐ Maximum support for ops
- ☐ Use Reserve resources wisely

### Readiness

- ☐ Flawless current ops
- ☐ Effective interface with CINCs
- ☐ Think "expeditionary"
- ☐ World-class support & maintenance
- ☐ Optimize training

Is your mind working in these areas?

# MSO Memphis Inspects

by LTJG Joel Roberts and BM1 Rick Jacobs

Marine Safety Office Memphis

**S**econd Coast Guard District members are frequently asked, "Coast Guard? Here? Where's the coast?"

Since the construction of the U.S. Route 190 bridge at mile 234 on the Lower Mississippi River, it has been rare to see any sea-going vessels north of Baton Rouge, La., because of the bridge's low clearance. The exception has been a few passenger vessels enroute to a northern destination.

The Port of Memphis was visited this Spring by a container ship for the first time since the early 1970's. Its name is the motor vessel *Baltimar Euros*, a 2,854 gross ton Bahamian-flagged vessel, and she made her maiden voyage up the Mississippi River to Memphis on February 28, 1994.

The ship, owned by *Baltimar ApS Limited* and operated by *Americas Marine Express Inc.*, is the first vessel of a new liner service from Mexico and Central America to Memphis and back. If all goes as planned, and there is every indication that it will, the company plans to add a second vessel for this route.

The ship is called a "Super Coaster" because it is designed as a true multipurpose dry cargo vessel. It may trade as either a single deck bulk carrier or as a container carrier. This arrangement allows the vessel to carry a variety of dry bulk, break bulk, and containerized cargo.

She will normally carry approximately 180-200, 40 foot, containers in the holds and on deck. The overall length of the vessel is 298 feet with a breadth of 48 feet.

The average channel depth for the route is approximately 12 feet during low water in the late summer and early winter seasons. The U. S. Army Corps of Engineers maintains a 9 foot operating depth.

The ships draft will be adjusted to approximately 11.5 feet to allow for safe navigation while transiting the Mississippi River above Baton Rouge, LA. The "air draft" of the ship is approximately 67 feet. A careful balance of draft and vertical clearance will be needed to ensure there is sufficient water under the keel while maintaining sufficient space above the mast to clear bridges.

During times of high water, usually in the spring, the ship may be required to ballast down and/or collapse her mast in order to clear the bridges at Baton Rouge, La., and Helena, Ark., where the clearances have been as low as 60 feet.

A primary reason for establishing this liner service was the visionary outlook and belief that vessels can sail directly to Memphis, clear U. S. Customs, Immigration



*The 2,854-ton container ship Baltimar Euros sits in the Port*

and Naturalization Service, and complete all required Coast Guard inspections more expediently than at New Orleans or Baton Rouge, LA.

Waiting in line with the multitude of freight and tank vessels in a coastal port when your cargo's destination is inland is costly. Additionally, the cargo was closer to its final destination thus reducing costs associated with other modes of transportation.

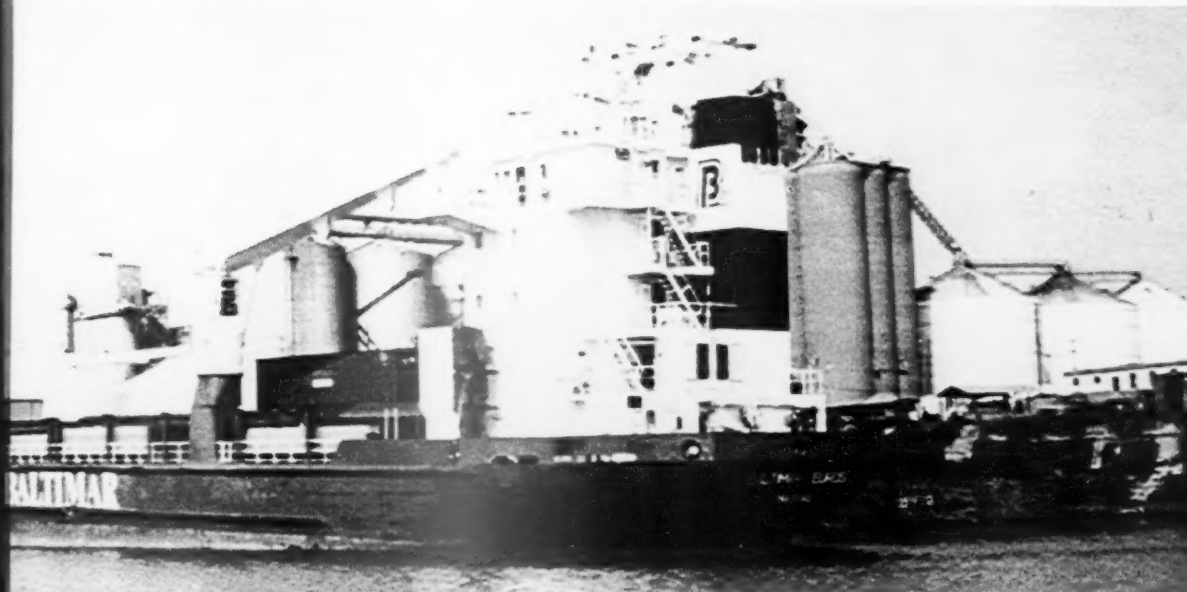
With the addition of foreign flag vessels calling at the port of Memphis the members of the Port Operations department at MSO Memphis are now tasked with conducting foreign freight vessel examinations. This is a job no one at the MSO has done since reporting aboard because the word "ship" was not a part of the local terminology.

Although the personnel have been trained in these types of inspections it will take some refresher training to do the job right. It will also change a long-standing routine response that we do not have MARPOL activities in the Second District.

The introduction of foreign flag vessels to the port of Memphis will produce a number of areas of emphasis new to the Marine Safety Office. The unit's personnel will need to refamiliarize themselves with the Safety of Life at Sea Convention (SOLAS); International Labor Organization (ILO) 147; 33 Code of Federal Regulations parts 155 (Oil or Hazardous Material Pollution Prevention Regulations for



# 'Super Coaster'



*of Memphis awaiting inspection by the Coast Guard.*

Vessels), 159 (Marine Sanitation Devices), 164 (Navigation Safety Regulations); and 49 Code of Federal Regulations parts 171-173, 176, 178, and 451-453 (Hazardous Materials Regulations including packaging, labeling and stowage).

Not only does the MSO have to brush up on their training, but the Port Authority of Memphis must comply with a multitude of regulations that previously did not apply. These regulations are MARPOL 73/78 Annexes I and V, which pertain to bilge slops, oily waste, and foreign garbage disposal. Prior to the ship's port of call, a Certificate of Adequacy (COA) must be applied for and issued to the Port Authority. The garbage reception facilities identified in the application must be approved by the Department of Agriculture's Animal and Plant Health Inspection Service (APHIS).

The COA will then be issued by the Captain of the Port once all the applicable regulations have been met. Other agencies affected by the arrival of the new freight lines are the U. S. Customs Service, and the Immigration and Naturalization Service.

One area not presently addressed in either Federal or State regulations is a requirement for pilotage upon the inland waterways above Baton Rouge, LA. Handling a ship on the river is quite different than navigating at sea. The currents on the Mississippi are both swift and unpredictable and constantly change the river's topography.

Also, the myriad of bridges, dikes, shoals, and river banks are unforgiving. A pilot with local knowledge of the river and its characteristics is a must in order to safely navigate the river. Knowing that pilotage is a must for safety, the dilemma is then how to proceed with ensuring it becomes a requirement.

The Mississippi River snakes between, and at times through, the states of Mississippi and Arkansas, so the question of which state has authority and/or jurisdiction over pilotage becomes confusing.

Also, although not in the Second District, there are approximately 270 miles of river north of Baton Rouge in Louisiana where pilotage is not required. The need for pilotage upon the Mississippi River is quickly becoming a licensing and safety and waterways management issue at the Coast Guard's Second and Eighth district offices.

Utilizing Memphis as a first port of call for smaller freight vessels makes a lot of sense. Shipping companies may now move their cargo directly to a centrally located U.S. destination rather than stopping at a coastal port and shipping products inland via plane, rail, or truck.

It is a sure bet that people living near the inland river system will see ships on the "Lower Miss." and that is something no one there has seen for almost two decades. So the next time someone says "Coast Guard? Here? Where's the coast?", the reply will be "Memphis!"



# CGC PATOKA

Story and photos  
by Sandra Lee McIntire

*Delta Democrat Times, Greenville, Miss.*

**T**here may not be a lot of them around, but the barge traffic moving up and down the river.

The men of the U. S. Coast Guard Cutter Patoka work to insure safe traveling up and down the Mississippi River, marking sandbars, dikes and shoals.

"We run from Lake Providence, La., to the mouth of the White River in Mississippi," said Master Chief Petty Officer Tracy Johnson, who also drives the boat. "We have 118 miles of river, plus Lake Ferguson, to keep marked with buoys, lights and day boards.

The men of the Patoka come from all over. Johnson is from Oregon. Chief Petty Officer Tim Spence is from Louisiana. Other crewmen are from Ohio, Maryland and New York.

They've been stationed all over the world, from California to New York, Corpus Christi to Italy. And they all know, when they get the assignment to Greenville, that it's a working assignment.



# Works The Lower Miss.

"When you transferred to the moorings here, the counselors tell you it's a working boat," said Petty Officer 1st Class Doug Chapman, chief engineer aboard the Patoka. "It's hard work, bushing lights, keeping the river marked and keeping the boat up. We work 12 hours a day when we're out and everyone has two or three jobs to do."

Bushing the lights includes cutting down all the bush, grass, weeds and trees between a marker light and the river's edge so as not to interfere with visibility, Spence explained.

"That's when the guys do the 'Bertha Dance' with our heavy duty weed eaters," he said. "They are also required to wear a helmet that has attached hearing protection and a face mask."


The Patoka goes out with a crew of 13, minimum, for a week at a time. Then they return to the Greenville moorings for a week to restock and allow the crew a little time to catch up with shore duties.

When they're on board the boat, which is actually two in one, a boat and a barge, they're dropping "rock", 1,500 pound cement blocks that are attached to the 450 pound buoys with wire cable.

Once tied to the sinkers, the buoys are literally shoved into the river, red on the right, green on the left going up river.

The buoys must be positioned in at least 12-feet of water, but the crew of the Patoka will sink them anywhere from 12 to 20 feet depending on the river stages.

"If the water is doing a fast drop, we'll set them in deeper water," Johnson said. "That way when we come back around in 10 days, it will still be in the mandatory 12-foot range."

The men of the Patoka stay out for 7 to 10 days, are back in for a week, then go back out. They are on the water six months a year all year round. 



# Half Century in Air

## *Auxiliarist Celebrates 50 Years of Flight*

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*...his passenger shot the prop off while hunting coyotes at low altitude on the western plains...*

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by LT Gary Presley

*Director Auxiliary Western Region*

**"T**here are old pilots, and there are bold pilots, but there aren't any old bold pilots." This axiom of aviation was recently reinforced when Second District Western Region Auxiliary Aviator, Leland D. Arnot of Boulder, Colorado celebrated 50 years of flight.

While Lee is not old (he must have been 2 when he soloed), his longevity as an aviator certainly proves that he is not excessively bold. Well, except for the time his passenger shot the prop off while hunting coyotes at low altitude on the western plains (when the practice of coyote control was in effect). Thanks to his consummate skill as an aviator, an uneventful

forced landing was made. The aircraft was later flown out after a new prop was installed.

Lee began his flying career at Crete, Nebraska when he soloed in a Piper J-3 Cub on 15 August 1944. Since then he has accumulated over 7,000 hours in practically every category of small aircraft ranging from that J-3 Cub to a twin engine Aero Commander. As a manufacturer sales representative for Champion Aircraft, Arnot travels throughout the western United States demonstrating the utility of general aviation aircraft.

His association with the Auxiliary began 12 years ago and he has been a mainstay among the Colorado Auxiliarists as a Flotilla Commander, instructor, vessel examiner, marine dealer visitor, vessel operator, and aircraft commander. He also serves the Second Western Region as Assistant District Staff Officer Air Operations and was instrumental in getting the Auxiliary aviation program back in the air.


Arnot and his wife Sylvia responded to the call for help during the Midwestern floods of 1993. Piloting their Beechcraft Baron throughout the Midwest in support of Coast Guard flood relief operations they conducted overflights, transported personnel, and provided logistical support. The Auxiliary Award of Merit was given to the Arnots for their exceptional volunteerism during the floods.

The Baron is an invaluable resource when patrolling the shores of Lake Powell, Utah in search of overdue, lost, or distressed boaters. Lake Powell's extensive shoreline and labyrinth of tall canyons inhibit line of sight communications. Arnot can overfly the lake in a fraction of the time required for a surface patrol. Upon locating the distressed boater he then can guide Auxiliary surface units to the scene.

Arnot and his aircraft have also been used for more mundane missions in the geographically diverse Second District. Last winter, he and another Auxiliary aircraft piloted by Mr. Billy Rice provided air transportation for Second District Commander, Rear Admiral Paul M. Blayney, which enabled the Commandant's Gender Equality message to be brought to widespread Second District units.

The Arnots are also avid boaters. Their 26-foot cruiser is an Auxiliary operational facility they use on Lake Powell. Lee's love of the water and boating began in World War II aboard U.S. Navy torpedo patrol boats. Sylvia has yet to meet the vessel that is exciting or fast enough for her.

The Arnots and Auxiliary aviation have proven its exceptional capability is tailor made for the Second District. The small airports capable of supporting general aviation aircraft abound in the Midwest. Auxiliary aircraft offer the utility of flying directly to a destination without the hassle of dealing with the major airport congestion, lost baggage, or changing flights at hub airports. Safety is always a paramount concern in any Auxiliary endeavor, even more so in Auxiliary aviation. Auxiliary air facilities and aviators are inspected annually according to strict equipment and currency requirements.

Arnot and his fellow Auxiliary aviators anxiously await the next call to duty. Whether it's flying river tender skippers over their ATON run, transporting the District Commander, searching for an overdue boater, or transporting badly needed parts in a hurry. They and their aircraft are *Semper Paratus*. 



# Second District Work-Life News

1-800-USCGWLS (EXT D02) 314-539-2675

September  
1994

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### Employee Assistance Coordinator

John Yunker

### District Chaplain

LT Elizabeth Lizarraga

### District Ombudsman

Linnea Johnson

### Administrative Support

YN1 Linda Scott

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Coast Guard Health Benefits 1-800-942-2422

Maschoff, Barr & Associates 1-800-523-5668

Military Civil Rights Coordinator/Facilitator (314)-539-2675

## Don't Be Another Statistic For The Holidays

*DECEMBER IS DRUNK & DRUGGED DRIVING AWARENESS MONTH*

by Richard Curtis

*Family Programs Administrator*

**A**lcohol is the major active ingredient in wine, beer, and distilled alcoholic beverages. The type of alcohol that is found in these beverages is ethyl, or ethanol alcohol. Ethyl alcohol is a drug. Depending on the amount consumed, it can produce feelings of well-being, sedation, intoxication, or unconsciousness.

Alcohol may be considered a food since it has calories, but it has practically no nutritional value. Alcohol does not have to be digested; approximately 20 percent of the alcohol is absorbed into the blood from the stomach, while the other 80 percent enters very quickly from the first few inches of the small intestine. After absorption, alcohol is found in all body tissues, organs, and secretions.

One-half ounce of 100 percent alcohol has about 100 calories, and is considered to be one drink. Approximately one-half ounce of alcohol is found in a 12 ounce can of beer, a 5-ounce glass of dinner wine, or a cocktail containing 1 1/2 ounces of 86-proof liquor. Proof is twice the percentage of alcohol. An average period of time for one drink to be oxidized or eliminated from the body is about one hour. However, it is important to remember that this is only an average; some people will take two hours or longer to

eliminate one drink. Coffee or other stimulants, showers and other rituals will not speed up the process of elimination of alcohol.

### LEGAL ASPECTS

Alcohol has a different legal status in different parts of the country. Voters in one area might vote to allow alcohol to be manufactured and sold, while a neighboring area might vote to disallow the selling of alcoholic beverages. The legal drinking age in most states is 21.

The effect of alcohol on people varies with many factors. Some of these are listed below. Health risks with alcohol, especially immediate risks, vary.

### BODY SIZE

As a general rule, the same amount of alcohol will tend to affect a smaller person more than a larger person, partly because of the greater body fluid content. Body fluid dilutes the alcohol content in the bloodstream.

### AGE

Children and older persons are more susceptible to the effects of alcohol, in part because of the smaller volume of body fluid available to dilute the alcohol. In addition a child's body is underdeveloped, and children lack mature

judgment for handling the effects of a drug such as alcohol.

#### **GENDER AND HORMONES**

Women who are premenstrual or who are on birth-control pills tend to experience higher blood-alcohol levels longer than women who are not. They might take two hours to oxidize one drink.

#### **PRESENCE OF OTHER DRUGS**

If any other depressant drug is taken with alcohol, one drug can multiply or greatly increase the effects while increasing the elimination time of the other drug (synergism). This can result in an overdose.

#### **FOOD IN THE STOMACH**

Absorption of alcohol is slowed by the presence of food in the stomach.

#### **ALTITUDE**

Alcohol tends to have a greater effect at high altitudes.

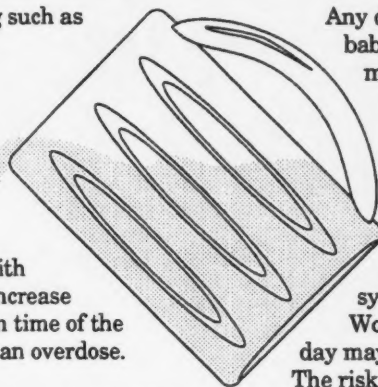
#### **MOOD AND EXPECTATIONS**

Alcohol tends to exacerbate the mood the person already is in. Within limits, people tend to experience what they expect to experience. (For example, some teenagers often feel drunk on small amounts of alcohol partly because they expect to feel drunk.)

#### **TOLERANCE**

People with a low tolerance level generally experience more effects than people with a high tolerance level.

Alcohol alters thinking, timing, and coordination. If a person is engaged in activities such as driving, sports, or certain work activities, injury to self or others can result. Certain health risks also occur with alcohol use, including the following:



Any drinking at all can harm a developing baby. No drinking at all generally is recommended by medical and other professional groups as the only safe choice during pregnancy. Fetal alcohol syndrome (FAS) can occur with chronic heavy drinking. FAS is a set of birth defects that include dependency; abnormalities in heart, face, and head; and mental retardation and other central nervous system disorders.

Women who drink as little as two drinks a day may have a greater risk of breast cancer.

The risk of liver impairment increases with four drinks a day.

Numerous other health risks increase proportionately with the quantity and frequency of drinking. (Examples are cirrhosis of the liver, malnutrition, heart disease and cancer of the tongue, mouth, throat, esophagus, pancreas, and large intestine.)

The risk of social embarrassment and difficulties in coping with relationships and work are examples of social health problems that increase proportionately with the quantity and frequency of drinking.

Among heavy drinkers the risk of death from suicide, homicide, and various types of accidents is much greater than among non-drinkers and light or moderate drinkers.

The risk of dependency (alcoholism) increases directly in proportion with the quantity and frequency of drinking. Children and adolescents generally become dependent much more quickly than adults do. ■

## **Nonalcoholic Beer Not Alcohol Free**

by Lisa Garcia Fensterman

*Social Service Assistant*

The label may say "nonalcoholic beverage," but nonalcoholic beer DOES contain alcohol. Along with mineral waters and juice drinks, nonalcoholic beer sales have nearly tripled across the nation since 1988. Increased sales may reflect increased awareness about moderation in drinking for health reasons and about the penalties people face when they drive after drinking alcohol.

While nonalcoholic beers may be best for those driving, and contain fewer calories than regular or light beer, they are not alcohol free. Despite their name, nonalcoholic beer contains as much as 0.5 percent alcohol by volume. While that

percentage of alcohol is less than one percent versus a 12 ounce beer which contains four to five percent alcohol, the "near beers" or NABs as they are called, are not recommended for anyone in recovery from alcoholism. Because the beers are not alcohol-free, the beer taste, along with the trace amount of alcohol, may bring back old memories or behaviors, trigger the craving, and a return to drinking can result.

There are more than 30 nonalcoholic beers on the market. While nonalcoholic beer may be an alternative to beer for adults, parents should be especially vigilant. Federal regulations forbid marketers of the so-called

nonalcoholic beverages from labeling or advertising them as beer however, sales of nonalcoholic beer in package stores, exchanges, messes, bowling alley lounges or convenience stores on military installations, are subject to the same restrictions as other alcoholic beverages. Nonalcoholic beer is sold only to patrons of legal age, according to the age requirement of each state or the country where the installation is located.

In most states that age is 21. In the absence of any law, the minimum drinking age is 18 for active-duty military personnel. ■

## Get Healthy, Spend Smart

by John Yunker

Employee Assistance Program Coordinator

**W**orkers are suffering from a national epidemic. You see stories like this every day:

"According to the January 25, 1993 San Francisco Chronicle, the University of California at Berkeley offers 3,800 courses...

...but not one in money management."

All across the United States, people are working hard to make money, but they are not learning to keep it.

The following points also apply:

**Problems at work.** When workers are worried about money, they can become stressed out...unproductive.. and more prone to injury and illness.

**Problems at home.** The number one cause of divorce is financial problems. Financial illiteracy brings ruin to marriages and families.

**Problems today.** This year alone, workers will spend more than \$20 billion on credit card debt. Nearly a million people will declare bankruptcy. Workers make good money—they just do not know how to manage it.

**Problems tomorrow.** 25% of all workers do not participate in retirement plans. 25% of those workers who do participate in retirement plans eventually withdraw their money to pay for houses or education, leaving nothing for retirement.


This is not sensationalism. The majority of workers are victims of financial illiteracy. As workers become more financially literate, something remarkable happens. They become

☐ healthier and more relaxed

☐ more focused, productive and enthusiastic

☐ motivated


☐ more loyal

For more information or assistance contact 1-800-523-5668, Maschoff, Barr and Associates, or John Yunker, 314-539-2675, EAP Coordinator, Second Coast Guard District. 

## Child Care Info.

by Joann Tindall

Dependent Resource Coordinator

**I** attended the National Association for Family Child Care (NAFCC) Conference in Minneapolis. This conference provided professional training workshops and an opportunity to check out material that is available on the market. Many companies had booths displaying their particular product. I picked up several business cards from insurance companies that encourage In-Home Providers to contact them. Sesame Street had representatives promoting their Sesame Street Preschool Educational Programs (PEP) which are designed to help companies representing their toys, books, videos, and equipment. I tried to gather as many samples and business cards that my little tote bag would carry. If you are interested in any of this information, please contact me. I will gladly send you what I have. Also, I will be contacting the Coast Guard Providers very soon to schedule home visits and update file information. This is relatively painless. If you are interested or know of anyone who is interested in becoming an In-Home Provider, please contact me at (314) 539-2675. 

## Subsidies Available for Adoptive Families

**T**he Federal Subsidy Law makes financial assistance and other services available to adoptive parents, making it easier for them to adopt children with special needs. To be eligible a child must meet the definition of "special needs" in their state. These requirements do vary somewhat from state-to-state. Parents' income does not affect the child's eligibility rights. After qualifying, adoptive parents would receive monthly checks which can begin at about \$200 per child and can exceed \$1,200.00. The checks stop when a child is 18 to 21 years old.

Children with special needs also qualify for Medicaid and can possibly receive Title XX services. The Title XX services are not offered to adoptive families in all states but can help assist with some expenses.

Subsidy Resources are listed below:

Adoptive Families of America (AFA)  
3333 Highway 100 North  
Minneapolis, MN 55422  
Phone: 512-535-4829

The American Public Welfare Association (APWA)  
810 First Street, NE., Suite 500

Washington, DC 2002-4267  
Phone: 202-682-0100

National Adoption Information Clearinghouse (NACAC)  
970 Raymond Ave., Suite 106  
St. Paul, MN 55114-1149  
Phone: 612-644-3036

Reference; The Adoption Assistance and Child Welfare Act of 1980 (P.L. 96-272), and User's Guide to P.L. 96-272



# Examine For Life

## October is Breast Cancer Awareness Month

by Elisa Mullins

District Wellness Coordinator

**A**ccording to the National Cancer Institute, one out of every eight women will have breast cancer in their lifetime. This has increased from the one in nine chance reported two years ago by the American Cancer Society. It is very natural to be concerned if you've found a lump in your breast. Most lumps are found by women themselves, either through regular breast self-exam or just by accident. Others are discovered during routine breast exams by a health professional and through mammograms (special x-rays of the breast). About 80 percent of all breast lumps are benign, which means no cancer is present. For the remaining 20% that are malignant, the outlook is very good if the cancer is found at an early stage and treated promptly. In fact, 85-90 percent of women with early breast cancer will be alive 5 years after diagnosis.

It is normal to be afraid when you find a lump in your breast. But don't let fear stop you from seeing a doctor right away if you think something is wrong. Remember that early detection is the key to successful treatment and cure. Follow these guidelines for a total approach to decreasing your

risk:


Breast self examination (BSE) is one of the most important tools you have for early detection of breast cancer. It takes only a few minutes and costs nothing. After age 20, do BSE's monthly, 7-10 days (or one week) after your period begins. Many women have increased "lumpiness", swelling, tenderness, and pain in the breasts that are related to their monthly menstrual cycle. If the lumps do not go away after the end of your period, it is important to see a doctor. After menopause, do BSE on the first day of the month, and see your doctor if you find any new lump or thickening.

In addition to monthly BSE's, women ages 20-35 should have a physician examine breasts at least once every three years, and yearly exams are recommended for women over 35.

The National Cancer Institute suggests that beginning at age 40, all women should have a mammogram every 1 to 2 years. When a woman reaches 50, she should have a mammogram each year. A doctor may also recommend a mammogram if any sign or symptom of breast cancer is



found, regardless of age. To assure proper reading of the mammogram use only a facility that has been accredited by the American College of Radiology.

Remember, a breast self-exam could save your breast—and save your life. Be safe, be sure. If you would like pamphlets on breast care, please contact your District Wellness Coordinator, 314-539-2675, or your local American Cancer Society. 

The American Cancer Society offers the following six questions you should ask when deciding upon a mammography clinic:

1. Are you board certified by the American Board of Radiology or the American Osteopathic Board of Radiology or have you had two months of documented, formal training in reading mammograms with instruction in medical radiation physics, radiation effects, and radiation protection with evidence of a formal examination in these subjects?
2. Are your technologists certified by either the ARRT or the State licensing board? (the ARRT being the American Registry of Radiological technologists)
3. Is your x-ray equipment dedicated or specifically designed for mammography?
4. Do you have your equipment calibrated regularly by a certified radiological physicist?
5. Have you and your technologists taken special courses or had additional training in mammography?
6. Do you do mammography as part of your regular practice?

For more information on the accreditation program, please call the American College of Radiology at (703)-648-8900 (X4997).



# Safety Makes Us All Winners

## *Winners of D2 Staff Bicycle Safety Poster Contest*

photos by PA2 Rob Raskiewicz



Participants of the poster contest held in June during bicycle safety month included Cassandra Brinkman (standing left), Miranda Mullins, Camille Fensterman, Katie Rowe, Mikayla Ferman (seated left), Andrey Mullins, Dawn Brinkman and Morgan Rowe shown here with RADM Paul M. Blayney.



Dawn Brinkman, the winner of the 3-7 year old category, receives a new bike helmet from the D2 commander.



Camille Fensterman, the winner of the 8-12 year old category, also received a new bike helmet.

# 'Good-Natured' Effort

## *The Great American Smoke Out is November 17*


by Elisa Mullins

*District Wellness Coordinator*

**T**he American Cancer Society's Great American Smoke Out is an upbeat, good-natured effort to encourage smokers to give up cigarettes for 24 hours, if only to prove to themselves that they can. Then perhaps they might quit for good. Nonsmokers can join in the fun by adopting family members, friends, and coworkers who smoke and encouraging them to quit. Nonsmokers can show support by making an extra effort to keep close contact by phone or in person; being a calm, smiling, reassuring influence; continually offering praise and encouragement; helping the quitter keep a good sense of humor; and agreeing to give up something they love, such as chocolate, coffee, soft drinks or soap operas, for the day.

The term Smoke Out was coined by Arthur P. Mullaney in 1971. He created an event that asked people in Randolph, Mass., to give up cigarettes for a day and donate the money to a high school scholarship fund. Later, Lynn R. Smith, editor of the Monticello Times in Minnesota, spearheaded the state's first D-Day, or Don't Smoke Day. It spread like wildfire throughout Minnesota and then blazed west to California, where it was renamed the Great American Smoke Out. Now in its 18th year as

an annual nationwide celebration the Great American Smoke Out is better than ever.

Above all, it's the smoker's day. The American Cancer Society's Great American Smoke Out focuses attention on those who are trying to lighten up instead of lighting up. 



# to Kick the Habit

## THE 10 STAGES OF QUITTING

*Smokers tend to think of quitting as a huge, insurmountable obstacle. It's more realistic—and more useful—to think of it as a gradual, step-by-step process. Here's how to plan your course and what to expect along the way, along with some suggested activities to help you cope.*

### 1. THINK ABOUT CUTTING DOWN/QUITTING

Talk to others about smoking. Observe how nonsmokers react to smokers. Observe negative aspects of smoking. Smoke in front of a mirror to see exactly what goes on when you smoke.

### 2. SEEK MORE INFORMATION ABOUT QUITTING

Ask ex-smokers how they did it. Tell a friend you're exploring healthier alternatives to smoking. When you feel an urge to smoke, wait a minute before lighting up; experience the urge fully and think of other ways to respond to it. Reward yourself for becoming more aware of your smoking patterns.

### 3. MODIFY YOUR SMOKING RISK (SWITCH BRANDS, CUT DOWN, ETC.)

Start a smoking journal and record when you smoke more or less than usual. Try stress-reduction techniques. Adopt a healthful new activity that's incompatible with smoking (swimming, dancing, etc.) Switch to a lower tar brand. Reward yourself for each risk modification.

### 4. DECIDE TO QUIT (NO DATE SET)

Keep track of the number of cigarettes you smoke each day. Stop buying cartons; buy only one pack at a time. Identify your top cigarette triggers. Brush your teeth several times a day. List the reasons you want to quit. Switch brands every week, each brand being lower in tar than the last. Postpone every third cigarette. Ask family and friends of ways they can help you quit.

### 5. SET A QUITTING DATE

Sign a stop-smoking contract. Sit in the nonsmoking sections of restaurants and airplanes. Prepare at least

three responses to your top 10 cigarette triggers. Switch brands after every pack. Postpone every other cigarette. Cut back on alcoholic beverages. Set up a health bank. (Deposit a certain amount of money each week that you'll get back after you stay smokeless for a specified period of time. Or quit with a group; whoever remains smokeless after a specified period divides the kitty.)

### 6. REFRAIN FROM SMOKING FOR 24 HOURS

Schedule healthful activities (walks, bike rides, fishing, etc.) Have your teeth cleaned. Send your favorite clothes to the cleaners. Discard all your ashtrays. Pamper yourself as much as possible.

### 7. COMPLETE YOUR FIRST WEEK AS A NONSMOKER

Treat yourself to daily rewards (massages, hot baths, etc.) Avoid smoking and drinking areas. Notice how much better your food tastes. Continue to work on your cigarette triggers.

### 8. COMPLETE YOUR FIRST MONTH

Begin a regular exercise program. Add one new stress-reduction technique to your activities each week.

### 9. COMPLETE YOUR FIRST TRIMESTER

Gently increase your exercise level. Treat yourself to a weekend getaway. Volunteer to help a smoker quit. If you've been using a nicotine replacement, begin to cut back.

### 10. COMPLETE YOUR FIRST YEAR

Throw a party to celebrate!


# National Recognition of the Military Family

by Lisa Garcia Fensterman

Social Service Assistant

**N**ovember 22, 1994 has been officially designated as National Military Family Recognition Day. Military families are recognized on this day for their supportive commitment to Coast Guard missions, as evidenced by their strength and fidelity in support of

service members. Your performance in carrying out your duties is significantly influenced by the positive support, understanding and flexibility of your families. During your Coast Guard career your family has endured long separations, frequent moves, and other trials associated with military

life. The time you spent away from home probably passed easier because of the steadfast support of a loving spouse and understanding children. Please take this opportunity to say "thank you" to your family for their love, support and understanding. 

## Library Resources for Use at Your Leisure

by Lisa Garcia Fensterman

Social Service Assistant

**T**he Work-life Resource Library contains over 260 videos, cassettes, and books, on a wide variety of topics which are available for your viewing. These items provide you an opportunity to learn about many subjects of a sensitive nature in the privacy of your own home. Topics include information on careers without college, resume writing, job search, alcoholism, Aids, child abuse, domestic violence, rape, self-esteem video series for children, money management, relationships, divorce, depression, nutrition, cook-books, fitness for children, weight management, exercise, diabetes, prenatal care, and general health issues such as back care, high blood pressure, cancer, eating disorders, allergies, and stress management.

The library is housed in the Work-life Office which provides check-out services and lists of materials by subject data. Check out periods for local units is 2 weeks and 3 weeks for

field units. Each unit was mailed a Work-life Resources catalog which will be updated this October. Your comments on videos you view are welcomed and encouraged. Your suggestions for additions to the library also will be appreciated.

### Library Notables

*Rebuilding-When your relationship ends;* Dr. Bruce Fisher(book)


It's natural, expected, healthy, even okay to experience painful feelings that come when a love relationship ends. There is a proven 19-step process of adjustment to the loss of a love. This book discusses those steps which include denial, fear adaptation, loneliness, friendship, guilt/rejection, grief, anger, letting go, self-worth, transition, openness, love, trust, relatedness, sexuality, singleness, purpose and freedom.

*The No-Nag, No-Guilt, Do-It-Your-Own-Way Guide to Quitting Smoking;* TOM FERGUSON, M.D. (book)

If you are one of the millions of

smokers who are torn between the desire to smoke and the desire to stop, award-winning medical writer Dr. Tom Ferguson has the answers. He dispenses with pointless antismoking rhetoric, and offers instead a reasoned, responsible, practical program which addresses your concerns about smoking and your health. He can help you control, reduce, and quit smoking on your terms.

*Careers Without College,* Peterson Guide Series (books)

Choose a career that fits your interests, talents and personality in an area where a 4-year college degree isn't a must. Each book tells you where the work is, how much you'll make, skills and training needed, what you'll do, perks, promotions and travel potential. This series includes information on careers in CARS, TRAVEL, COMPUTERS, HEALTH CARE, KIDS, EMERGENCIES, SPORTS, AND FITNESS. 



# Intervening in the Cycle of Violence

## October is Domestic Abuse Awareness Month

by Lisa Garcia Fensterman

Social Service Assistant

A joint resolution of congress recognized October as Domestic Abuse Awareness Month. Domestic violence is the violence which occurs between spouses and, without intervention, can result in more severe incidents including child abuse and neglect.

### WHO BATTERS?

We often ask ourselves, "Who is an abuser? How do we recognize one? What are we supposed to look for? And of course finally WHY do they batter?"

It would certainly make understanding easier if we were able to define the profile of an abuser. But, the reality is, there is no profile. People who abuse their spouses come from all socioeconomic backgrounds, races, religions and walks of life. The abuser may be unemployed or highly paid; white-collar, blue-collar; drinker, or non-drinker. Statistically, the abuser appears to be a male more than 90% of the time. However, females batter too—it is just that often men do not feel comfortable disclosing the abuse.

Although there is no profile, there are some rather common behaviors among abusers.

These include:

- ☐ denying the violence, or minimizing its severity and impact on the victim or other family members.
- ☐ extreme jealousy and possessiveness of spouse which often serves to isolate the victim from other family members.


☐ holding rigid views of the world and sex roles, (in other words sees the world as black and white; right and wrong, exhibits these views through saying phrases such as "a man's place is... a woman's place is...").

☐ the need to maintain power and control over relationships.

☐ received physical abuse while growing up themselves or observed a sibling or their parents being abused.

The bottom line of these common traits is that they are all learned behaviors or beliefs. The fact that relationship violence is a learned behavior actually offers hope. This is because what was once learned...can be "unlearned", with new behaviors to take its place.

The major goal of intervention when dealing with battering relationships is to stop the "cycle of violence". Once the violence is stopped, the focus is to teach the abuser how to choose and develop non-violent behaviors, emotions and attitudes. A successful intervention will also encourage the batterer to recognize their responsibility for the violence—and increase their personal power for changing the behavior to end it.

The Coast Guard's Work-Life Program recognizes that the cycle of violence can be broken—that families do not have to continue living in fear or feel trapped by violence which continues to get worse. There is a variety of help available. Contact Richard Curtis, Family Programs Administrator for additional information or referrals. 

# Defining Deductions for Moving Expenses


by CWO3 Kim Mosby

Relocation Assistance Manager

A LCOAST 036/94 updates information on the impact of tax law changes on certain moving expenses. Tax law changes contained in the Revenue Reconciliation Act of 1993 limited the definition of deductible moving expenses. As a result, questions arose as to the taxability of certain moving expense allowances for military members.

Notice 94-59 from the IRS states that TLA, TLE, DLA, and MIHA (OCONUS) allowances continue to be excludable from gross income. These allowances will not be subject to Federal income tax - except to the extent that

offsetting expenses are claimed by individual members. Income tax withholding against these travel allowances will not be started. In addition, the notice confirmed that expenses reimbursed through a travel allowance cannot be claimed as a tax deduction unless the related allowance(s) income is also claimed.

As a reminder, moving allowances in excess of expenses incurred in the move remain taxable income to the member. This has always been true of the DITY move incentive payment that is in excess of expenses and the excess of DLA over allowable moving expenses. 

# S.P.E.A.R. Manages Assignments

by RDC Charles Martinez

Career Information Specialist



**S**everal changes have occurred relating to the enlisted assignment process. In the past year alone, The Petty Officer Assignment Policy (POAP), the Senior Enlisted Assignment Policy (SEAP), Geographical Stability (GEOSTAB), and the Enlisted Assignment Branch move from USCG Headquarters to the Military Personnel Command have taken place. The most significant upcoming is the S.P.E.A.R. (Stategize, Publish, Engage, Act, Review) process.

The following is the S.P.E.A.R. Process timeline for FY95 and its main attributes:

**STRATEGIZE (15JUL94-15AUG94).** Detailers start planning for next FY assignment season. Members tour complete during the period 01OCT94-31DEC95 should start discussing assignment priorities with their families, CIS's, and other mentors.

**PUBLISH (AUG94).** Detailers publish an Enlisted Shopping List (which replaced the Dial-A-Billet) covering billets expected to be open for the next fiscal year. This will allow members a much greater range of billets to consider while putting together their Assignment Data Card (ADC).

**ENGAGE (AUG-31DEC94)** After the Enlisted Shopping List is published members and the detailers commence discussions as well as submission of the Assignment Data Card (ADC). This is the time to make your desires known! Members tour complete between 01OCT94 and 31DEC95 must submit an ADC and ensure it arrives at MPC-EPM-2 no later than November 1, 1994. Members who do have a current ADC on file prior to January 1, 1995 will lose their assignment preference as defined in the Personnel Manual. The key to this phase is that NOTH-

ING WILL COME OFF THE SHOPPING LIST until this phase has been officially terminated.

**ACT (01JAN95-31MAR95).** Detailers start making assignment decisions using input received during the ENGAGE phase. Detailers will attempt to personally notify members just prior to issuing orders if none of the choices on the member's ADC can be granted. It is essential that members and their command do not attempt to call MPC-EPM-2 for routine assignment matters. The assignment season closes at the end of this phase.

**REVIEW (01APR95-31MAY95).** Detailers continue to work on any emergency transfers. MPC-EPM-2 reviews the past assignments season with input from members and commands. Feedback and measurement of the process is analyzed and recommended changes to the process will be made.

The S.P.E.A.R. Process promises several improvements over the current way of doing business such as:

- Gives members a greater number of choices for billets;
- Allows all ratings to be managed by a standard process;
- Lays out published expectations for members, commands and detailers;
- Eventually moves most rotations into the summer months;
- Gives members a longer time period to consider all their alternatives prior to the issuance of orders.
- Gives detailers a dedicated time to make sound, logical decisions with minimal interruption. (Currently a detailer may receive over 100 calls per day!)

Questions or concerns regarding the S.P.E.A.R. process should be directed to your CEA, CIS, or an MPC Central Assignment Coordinator (CAC). ■

## A Chaplain Well Traveled, A District Well Thought Of

by LT Elizabeth Lizarraga

*District Chaplain*

**U**nlimited mileage. I flew into Louisville during the Derby season, picked up a rental car and set out to visit places I've never been before. One week and 1,352 miles later I returned the car.

"You didn't just drive all over Louisville did you?," queried the Rental car lot attendant. "Umm, I've been to Pittsburgh, Sewickley, Huntington, across the river to JeffBoat, and downtown..." "What do you do?" "I am a Navy Chaplain assigned to the Second Coast Guard District..."

...I tell every one I meet all about you. I tell how the OSAGE deck force taught me how to operate a crane; how MSO Pittsburgh coordinates the barge traffic with bridge repair contractors and with civic riverfront fireworks displays; how MSO Huntington encourages the efforts of the Tri-State Water Safety Committee; how MSO Louisville assists JeffBoat in building safe barges; how Group Ohio Valley maintains a vigilant watch coordinating the

reporting of bridge allisions...

...and my job is to see to their wellbeing and to encourage their spiritual development." "Wow," the car lot attendant said.

I love paying unit visits—I learn the neatest stuff and meet wonderful people. And though I can't be with you all more frequently I pray for you constantly.

I will continue traveling just to be with you, to learn, reflect and pray with you. And I am working with the Work Life staff to create workshops to explore with you the nature of relationships, marriage, parenting, stress management, etc. There's a degree to which these things do not come naturally. We are not driven by instinct. We are social, creative beings who can choose to hate or choose to love...who find the choice to love not easy but in the end, most fulfilling.

Peace be with you,

*Chaps*

## Work Life Welcomes New Teammember

by HSC Michael Wright


*Health Education Specialist*

**H**i Shipmates, This is my first article written for the Second District Work-Life newsletter. I arrived 15 June reporting from Coast Guard Air Station Barbers Point, Hawaii, where I was on independent duty for four years. Before my tour in paradise, I was assigned to the Cutter Conifer (WLB-301) in San Pedro, Ca. So yes, I do have ATON blood as well as the Airedale mentality. My first Coast Guard assignment was at Air Station Corpus Christi, Texas. All my time has been near salt water. This fresh water environment will take some getting used to.

I enlisted in 1974 into the United States Army as a Combat Medic with the 101st Airborne Division at Fort Campbell, Kentucky. Yes, it is true

that there are only two things that should fall from the sky, bird droppings and rain, but not fools. Yes it is also true we did more before 0900 in the morning before others did because we were trying to be "ALL YOU CAN BE." After 5 years of active duty, I felt I needed a change. So to the civilian world I went. What a mistake. So once I saw the error of my ways, I decided to join the U. S. NAVY. WHY? "It's not just a job, it's an adventure." I became an AeroSpace Physiology Technician as a Hospital Corpsman. This was truly a rewarding job. I was assigned to Naval Air Station Barbers Point, Hawaii. After 4 years of fun in the sun my educational advances in the Navy were stopped due to being in a critical job with no reenlistment

incentives. So one day I was requested by the Coast Guard to do some emergency egress training using the four line release trainer. I was welcomed and treated as an honorary Coastie. I was surprised at the treatment. I then decided I needed a career change. I was discharged from the Navy and enlisted into the Coast Guard in 1983. What a deal!

I hope I will be able to serve your needs throughout the district concerning the ever changing CHAMPUS and Delta Dental programs. I am learning daily about these programs. Please, if you have any questions about these programs or any other medical related issues, call me. I do not have all the answers but will learn along with you. 



# New Re-up Policy Weighs Advancement

*CFTRR attempts to predict sustained, superior, performance in a career*

by RDC Charles Martinez

*Career information Specialist*

**I**n ALCOAST 051/94 the Commandant approved a Coast Guard Centralized First Term Reenlistment (CFTRR) policy. The CFTRR is a personnel management tool that will assist the CG with more efficient management of enlisted personnel reenlistments.

The Coast Guard is dealing with a relatively new personnel situation...more members are seeking reenlistment than are required to sustain future personnel requirements. Prior to CFTRR, first reenlistments were occurring without any consideration for enlisted workforce needs. This contributes to the lack of personnel flow, inadequate "A" school and advancement opportunities. CFTRR is the tool needed to control the number of first term CG reenlistments and provide a process that encourages retention of its best qualified people.

The first CFTRR panel will convene on September 11, 1994 and was composed of one senior commissioned officer (O-5) and four senior enlisted personnel (E-9's). The panel considered those individuals whose first Coast Guard enlistments expire between 2 Jan. and 31 Mar 95. Members affected received a CFTRR application in early August 94. At that time, members and units verified the basic data contained on the application. Members were also asked to make a reenlistment choice (YES/NO) and indicate a rating preference should retraining become an option. Unit commanding officers also indicated their recommendation for reenlistment.

How does CFTRR work? CFTRR will combine an objective and subjective review. The Military Personnel Command (MPC) studied the DOD Armed Services programs and concluded that the Navy's use of objective criteria provided the fairest and most public format. Applying these criteria by rating will provide a rank ordered listing of members by rating for the CFTRR panel's review. Those people highest on the list are most likely to be authorized reenlistment. The


Navy has identified and validated the criteria that best predict sustained, superior performance in a military career.

It is no surprise that the criteria all relate, in some way, to "Advancement". The objective criteria, in priority order are:

1. Paygrade - members in the highest paygrade will appear first in ranking.
2. Selected paygrade - members selected for advancement, "above the cut off" on the SWE will appear next in ranking.
3. Passed not advanced (PNAED) off the SWE to next paygrade.
4. CO's recommendation for advancement - members who have been recommended for advancement have priority over those not yet recommended.
5. Qualified for good conduct medal - members who maintained their eligibility for a good conduct medal will have priority over those not yet recommended.
6. Critical skills/special qualifications - members who hold critical skills will have preference over those who do not.
7. Time to present paygrade - members taking the least amount of time to advance to present paygrade have priority over those advanced later.
8. Months of sea time - members who have served for a longer period of time at sea have preference over those with less sea time.
9. Total active military service - members who have achieved all of the above in the shortest period of time will be given preference.

The panel will review the results based on the above objective criteria and will make final selections for reenlistment. Those NOT selected will be individually notified.

As the process begins to work, there will be many questions regarding this program. I will continue to update units via E-mail on any CFTRR related developments.

Questions on CFTRR can be referred to your Admin office, CEA, or give me a call at (314) 539-2675. 



# What We Think

## *Members of D2 speak about first term reenlistment review*

Compiled by public affairs staff

SS3 Rodger Whiteside, USCGC GASCONADE

"I Just filled out my application, my term is up in March. I think it's a good program, it gives commands a good chance to weed out the bad, and keep the good."

ET2 David Burke, OMEGA Station Lamoure

"I think it's a good idea. The rest of the services have it and I think it's long overdue. It kind of weeds out some of the people who would otherwise reenlist without any direction in their career."

YN3 David Williams, Group Upper Mississippi River, Keokuk, IA.

"This affects me as I'm a Third Class and still on my first enlistment. I don't believe it's fair, it discriminates against a certain group of people within the Coast Guard rather than on the Coast Guard as a whole."

MK1 Nicholas Johnson, USCGC KANAWHA

"I don't think it's going to show true qualifications. I think it will hinder more than help in retaining quality people. You might have a quality person working for you who doesn't try as hard due to being reviewed for reenlistment."

SN Brian Mann, USCG Base ST. Louis, 3 years in USCG

"I think it's a good idea. It gets rid of the people who really shouldn't be here."

"SK3 James M. Davis, USCGC CHIPPEWA

"I think it's good, actually. This way you have people who are seriously career minded. It helps get rid of the people who are just hanging around for 4 or 5 years."

Fireman Apprentice, 4 months active duty

"I have to admit, I haven't really read the whole message, but I think I like it. I think it really helps out the Coast Guard, even though it really won't affect me for several years."

BM2 Burt Ford, USCGC KANKAKEE, 8 years in USCG

"I think it ought to be a pretty decent thing. I should help get some of the people out who would otherwise just sign on the dotted line. I think, between High Year Tenure and this, it should open up some things for the rest of us."

YNC Joe O'Brien, Recruiting Office, Kansas City, MO.

"I think it's going to be an excellent tool for recruiting. It will help keep our numbers balanced and we won't have the peaks and valleys we are currently seeing. My only concern is with the loss of experience we could see with some of our more experienced personnel getting out."

SS2 Thomas DeVore, USCGC SANGAMON, 7 years active duty

"I think it's a very unfair thing. Like at a very small unit people can give you unfair marks even if you are a good performer. I have seen this happen before. This reenlistment thing might work at larger units like groups or bases but not at smaller units."

Chief Petty Officer

"I like it. I don't necessarily like all the changes the Coast Guard made, but I like this one. I think it will improve the quality of our personnel. People who are not motivated will now be forced to get out."

YN2 Peggy White, 2nd District Staff

"The only thing that worries me is that I'm one of the early ones affected. I'm not really worried about getting booted but at the same time nobody really seems to know the criteria. I don't believe you should be penalized for not advancing while others are not even meeting minimum performance standards." ❧

# Crew of CGC SUMAC Honors 50

by Cathryn Maya

*Southeast Missourian, Cape Girardeau, Mo.*

**B**y the time the crew members of the U.S. Coast Guard cutter Sumac retire at night, they are too tired to notice the roar of the generators just a deck below.

"It's hard work, there's no doubt about that," said Executive Petty Officer Steve Adams, who has manned the helm of the Sumac for three years. "But there's no other work I'd rather be doing."

The Sumac patrols the waters of the Mississippi River between Winfield Lock and Dam No. 25, north of St. Louis and Cairo, Ill., tending to the buoys and shore markers. In all, it covers 242 miles of the Mississippi River and the 28 navigable miles of the Kaskaskia River.

The Sumac is a 115-foot-long boat, permanently affixed to the 136-foot-long barge that carries its buoys, drop weights and supplies.

It weighs about 900 tons.

Powered by three engines the size of minivans, the Sumac was commissioned Nov. 1, 1944.

"We're the last vessel of our kind in this region," said Adams. "Everything else is smaller, newer and are named after Western rivers."

Carrying state-of-the-art, depth finding equipment, the Sumac maps, plots and traces the rises and falls of the floor of the Mississippi River.

"Most people think it's just flat under the water and everything is a uniform depth," said Adams. "The fact is, the river can go from 40-feet to about 3-feet in a matter of yards."

The forward deck of the Sumac is its business end. There sits a crane used to move the 1,500-pound buoy-anchoring blocks around and to lift the 480-plus-pound buoys out of a holding area to the main deck.

Bales of half-inch cable lines the front part of the deck. It will be standing between the anchors and the buoys.

The boat also has two generators, a primary and a backup, that keep its air conditioning, lighting and water systems running through the night.

The Sumac carries 24,000 gallons of diesel fuel — typically burning more than 1,000 gallons per day — and almost 30,000 gallons of water.

It can cruise at speeds in excess of 20 mph downstream, but as its crew works, a speed of 8-10 knots is maintained.

Reveille is sounded over the ship's intercom between five a.m., and six a.m. From breakfast, it's off to work.

A handful of the 21 commissioned crew members will board the small boats moored to the side of the barge and head toward the riverbanks. Their cargo: Weed eaters, lawn mowers, hammers, nails, paint, gasoline and just



Lou Peukert, Southeast Missourian

*SUMAC's crew drops a buoy in the Mississippi River north of Cairo, Mo., to aid in the navigation of barges.*

# Years of Service with Hard Work

about anything else they will need to repair shore markers, or to make them visible to passing river traffic.

Others head to the front deck to tend to the buoys.

"Safety always comes first," said Master Chief Bob Hunsaker.

On the boat itself, the cook and her assistant prepare the meals, wash the dishes and do general cleanup. The engineers keep the boat running.

The crew works a shift of roughly three weeks on the river, and one week at their home port in St. Louis. While on board, only the helmsmen work rotating, six-hour shifts. The rest of the crew work through the day.

At night, unless they are assigned to watch duty, the crew is free to leave the boat.

Officers typically use the evening hours to catch up on paperwork, record daily activities in logs, or to just relax.

"I guess you could say we're like a big family," said Adams. "And rightfully so. We spend more time with each other than we do with our families every year."

"It's about a 12-14 hour-a-day job, depending on the amount of daylight and the weather," said Adams. "We work about the same hours in bad weather, we just wear more clothes."

As the master chief decides where to drop the buoys in the river, he must think ahead to the next time he will visit the same waters, taking into account weather forecast and river crest predictions.

Boats pushing barges need a water depth of about 9 feet. The Coast Guard tries to give them at least 15 feet.

"Most of the boat operators know that if they hug close to the buoys, they're going to be in some pretty shallow water from time to time," said Adams.

"And they know when we've been here," he said. "If there's paint scraped off the buoys from where boats have collided with them, or if they're missing altogether, they know we haven't been around for a while."

The buoys sometimes fall prey to the large propellers of the boats. "I've hit three buoys myself in my nine years of doing this kind of work," said Adams. "The last one, there was just no avoiding. I revved up the engines and just shredded it in the propellers. It came out looking like confetti floating on the water."



Lou Peukert, Southeast Missourian

*BMCM Bob Hunsaker steams the CGC SUMAC toward another buoy to be changed on the Mississippi River.*

As the Sumac heads upstream, the crew hails all southbound traffic, informing them of their progress.

"The southbound traffic always has the right of way," said Hunsaker. "It would be much harder for them to stop. Most of the time, they're pushing such a load, it could be nearly impossible for them to back off."

Late in the afternoon, the crew that left for shore work notifies the master chief that it will be returning.

"We cut down a forest today," said the officer in charge of the launch, referring to the clearing of brush and debris from a shore marker. "But you can see the marker all the way from the bend now."

On an average day, the Sumac will travel 30-40 miles, tending to buoys along the way.

The flood of 1993 set the Sumac and its crew back a few notches. It is still working to repair shore markers that were wiped out by the floodwaters.

"After the flood, our work really began," said Adams. "It was like starting from scratch."

In September, the Sumac will be honored for 50 years of service at a ceremony under the St. Louis Arch.

"We don't know exactly what we're going to do yet," said Hunsaker. "If it were up to me we'd bow our heads, have a moment of silence and get back to work. That's what we do here. We work." ❧



# Louisville Area a Great Place to Live, Work and Play

by LTJG Jeffrey T. Carter

*Marine Safety Office Louisville*



**L**ocated in downtown Louisville, Ky., home of the Louisville Slugger, the Kentucky Derby and Kentucky Fried Chicken, is Marine Safety Office Louisville.

MSO Louisville is responsible for port safety, environmental protection, and marine inspection activities along a 500-mile stretch of the Ohio River that includes parts of the states of Ohio, Indiana, Illinois and Kentucky. Due to the large volume of vessels within our area we maintain an inspection office across the Ohio River in Indiana at Jeffboat, the nation's largest inland shipyard. During the summer months, we work closely with the U.S. Coast Guard Auxiliary to handle all of the events on the rivers and regattas in our zone.

Louisville, with a metropolitan population of almost one million, is just a few hours away from Cincin-

nati, St. Louis, Nashville and Indianapolis.


Moderate temperatures year round and all four seasons provide for a vast assortment of outdoor recreational activities in the region. Numerous state and national parks, many with large lakes, offer opportunities for fishing, hiking, and camping. A few miles down the road lies a spelunker's paradise - Mammoth Cave, host to over five million visitors each year.

There always seems to be some sort of sporting event going on. Louisville annually hosts "the most exciting 2 minutes in sports", the Kentucky Derby. The race itself is just one of the many events that has evolved into the two weeks known as "The Kentucky Derby Festival".

Major league sports are only 2 hours away with the Cincinnati Reds Major League Baseball team and the

Indianapolis Colts National Football League team.

Louisville offers theater, ballet, opera, festivals and fairs galore. There are several museums and art galleries locally and the Louisville Zoo is open year round. You can relive history by boarding the authentic steamboat Belle of Louisville, traveling to Daniel Boone's fort at Boonesborough, Ky. The huge Kentucky Fair and Exhibition Center is the home of sporting events, trade shows, flea markets and the Kentucky State Fair.

If you are looking for an opportunity to combine job satisfaction with a great community, this is the place. If MSO Louisville is not on your Dream Sheet, it should be. 

# Act Protects From Debt Collectors

by LT Sanders Moody

District Legal Office

**T**he Fair Debt Collection Practices Act (FDCPA) was passed by Congress in 1982 in response to the abusive practices of debt collectors. Congress intended to give the consumer some relief from the abuses of unscrupulous and harassing debt collectors.

The purposes of the FDCPA are:

- \*To eliminate abusive debt collection practices.

- \*To ensure that those collectors who refrain from using abusive debt collection practices are not competitively disadvantaged.

- \*To promote consistent state action to protect consumers against debt collection abuses.

What protection does the FDCPA offer a consumer?

- \*Restricts contact by debt collectors with third parties.

- \*Prohibits a debt collector in the absence of consent or a court order from communicating with a consumer (or their spouse, or parent if the consumer is a minor):

- i) At unusual or inconvenient times or places (8:00 A.M. — 9:00 P.M. at consumer's location is presumed convenient).

- ii) If the debt collector knows or could readily ascertain that the consumer is represented by an



attorney.

- iii) At the consumer's place of employment if the collector knows or should know that the consumer's

employer prohibits the consumer from receiving such communication.

- iv) After the consumer notifies the debt collector in writing that the consumer refuses to pay the debt or that the consumer wishes the debt collector to cease further communication.

- \*Prohibits a debt collector from engaging in any conduct with the effect of which is to harass, oppress, or abuse any person in connection with a debt.

- \*Prohibits a debt collector from using any false, deceptive, or misleading representations in connection with the collection of any debt.

- \*Prohibits a debt collector from using unfair or unreasonable means to collect any debt. What remedies are available to the consumer for violations under the FDCPA?

- \*The consumer may sue the debt collector in court for actual damages

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*...creditors start collection efforts with a series of form letters, graduate to phone calls, and may then hire collection agencies.*

-- LT Sanders Moody

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such as personal humiliation, embarrassment, or emotional distress.

Attorney's fees and court cost may be awarded if the consumer is successful.

- \*The consumer may contact the Federal Trade Commission and they could pursue legal action.

Remember, creditors start collection efforts with a series of form letters, graduate to phone calls, and may then hire collection agencies. The collection agency must comply with the Federal Debt Collection Practices Act. ❧

## Louisville Housing, Medical and Education Information

No government housing exists in the area but some government leases are available. The Louisville area is one of the least expensive in which to reside in the United States, and housing is plentiful. There is enough variety in the housing supply to satisfy any taste and budget, with the average rent running between \$400 and \$600 for a 3 bedroom home.

The nearest military exchanges and commissaries are located 45 miles from Louisville at Fort Knox, Ky. Active duty members can receive medical care either at Fort Knox or through a local contract physician. Likewise, dental care may be obtained through a local contract dentist. Medical care for dependents is obtained either through CHAMPUS or Fort Knox.

There are good public and parochial schools and Jefferson Community College is academically rated among the best junior colleges in the nation. Several major colleges including The University of Louisville, Bellarmine College, Spalding University and Indiana University-Southeast are located in the metro-Louisville area.



# Response

Story and photos  
by PA2 Rob Raskiewicz

*Public Affairs Staff*

**S**everal silent minutes passed before the tranquil summer morning stillness was interrupted with the sound of sirens.

Those sirens were in response to a collision between a passenger vessel and a towboat on the swift moving Ohio River. Actually the collision was simulated in an effort to determine how the Cincinnati-area rescue agencies would handle such a crisis on the water.

That "what if" question has come up on more than one occasion during local harbor meetings, so Marine Safety Detachment Cincinnati, Cincinnati Propeller Club Port Safety Committee and BB Riverboats decided to stage a mock collision to try to prepare for just such an event.

"The Cincinnati-area riverfront has always had a response plan just in case a major maritime accident occurred," said LT Paul Thorne, Supervisor of the Marine Safety Detachment in Cincinnati, "it's just never been tested."

"The Cincinnati riverfront has





# to Crisis on the Water Tested

always been busy, and will probably continue to be so," said Thorne. "In fact, the area is in the process of establishing several gaming vessels that can carry 2,000 - 3,000 passengers per trip, so a great need to have a tested plan exists."

Prior to the actual scenario, numerous employees of the BB River Riverboats operation gathered on the dock with local Red Cross volunteers to receive mock injuries to add a touch of realism and urgency to the event. The list of ailments ranged from minor bruises to compound fractures and glass fragments imbedded in one victim's head.

When the disaster response drill began, the mock collision started with a call to Coast Guard Group Ohio Valley, who in turn relayed the call to the Cincinnati Police/Fire Communications Section.

Within twenty minutes from the initial call to the group, the "damaged" Becky Thatcher passenger vessel maneuvered itself into the Covington, Ky. shore and into a

swarm of emergency response personnel waiting to assist.

Besides organizing the disaster drill, MSD Cincinnati also had patrol boats on the water enforcing a safety zone.

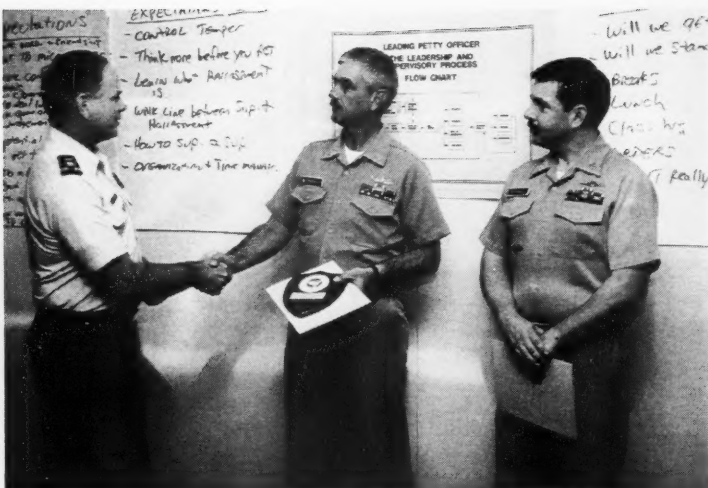
According to Thorne, all agencies involved agreed they learned as much from the planning as they did in executing the exercise. The drill went off well and all intended objectives were met.

A small glitch, however, was found in the existing plan.

There was a slight delay in contacting the various response agencies from the communications section. The dispatch center has since established a dispatch code for water-related emergencies in their computers that should save valuable minutes of response time.

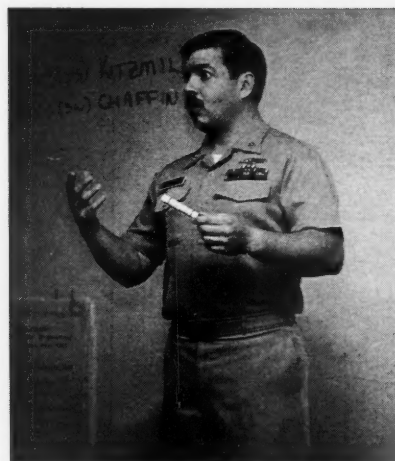
"We identified a communications quirk in the system that cost valuable response time," Thorne said. "That correction could save lives in the future." ❧





PA3 Timothy Payton

*CWO Dean Miller, 2nd District Training Officer, presents Navy Senior Chief Petty Officers Bobby Chaffin and Tom Kitzmiller with a 2nd District plaque for their role in facilitating the Navy Leading Petty Officer Course.*



PA3 Timothy Payton

*Navy Senior Chief Petty Officer Tom Kitzmiller explains one of the many facets of leadership during a Navy Leading Petty Officer Course held in St. Louis Aug. 22-26.*

U.S. DEPARTMENT  
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OFFICIAL BUSINESS

